

DATE DISTR. 2 August 1952

NO. OF PAGES 2

NO. OF ENCL.S.
(LISTED BELOW)

SUPPLEMENT TO
REPORT NO.

25X1X

- | Type of Vessel | Number | Shipyard | Price per unit (01 East) |
|-------------------------------------|--------|-------------------------|--------------------------|
| Refrigerator lugger
(Kühllogger) | 10 | Boizenburg | 1,140,000 |
| Fishing lugger
(welded) | 10 | Volkswerft
Stralsund | 900,000 |
| Fishing lugger
(welded) | 10 | Volkswerft
Stralsund | 900,000 |
| (delivered to Neptun) | | | |
| Fishing lugger
(riveted) | 2 | Rossiau | 1,000,000 |
| Fishing lugger
(riveted) | 2 | Rossiau | 1,000,000 |
| (for Neptun) | | | |
| Fishing lugger
(riveted) | 1 | Boizenburg | 1,000,000 |
| (for Neptun) | | | |
| Fishing lugger
(riveted) | 1 | Boizenburg | 1,000,000 |
| (for Neptun) | | | |
| Ocean seiner | 10 | Brandenburg | 680,000 |
| Ocean seiner | 10 | Rothensee | 680,000 |
| Metal cutter | 10 | Rossiau | 270,000 |
| "Kompositkutter" | 10 | Yachtwerft
Berlin | 270,000 |
| Fishing lugger
(welded) | 10 | Neptun, Rostock | 1,000,000 |

- | | |
|-------------------------------|--------------------------|
| Karnowert Warendorff | about 60,000.000 DM East |
| Mathias Thesen (Helm, Wisner) | about 50,000.000 DM East |

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3. The following lists indicates reparations orders for 1952:

Type of Vessel	Number	Shipyard	Price per Unit (DM East)
Refrigerator lugger	31	Reizenburg	1,140,000
Fishing lugger (welded)	31	Volkswerft Stralsund	900,000
Fishing lugger (riveted)	9	Rosslau	1,000,000
Ocean seiner	5	Rothensee	680,000
Ocean seiner	11	Brandenburg	680,000
Metal cutter	30	Rosslau	270,000
"Kompositkutter"	30	Yachtwerft Berlin	270,000
Motor freight ship (600 PS; 700 tons)	4	Rosslau	745,000
Crane pontons (for 15-ton cranes)	6	Uebigau	1,600,000
Seiner tugs	3	Rothensee	720,000
Seiner tugs	7	Brandenburg	720,000
Oil tankers (lugger type)	10	Rosslau	1,200,000
Passenger ships (type LI)	6	Rothensee	1,200,000

4. In addition to the above, the Neptun yards at Rostock are building two motor freight ships of 3,500 tons, an unknown number of 6,500-ton motor freight ships, and an unknown number of fishing cutters, all reparations orders.
5. Repair work to be done by the Warnemünde and Rismar shipyards in 1952 will be slightly less than the amount done in 1951.

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